

Memorandum

To: Steve Henrichsen, Planning Department
From: Randy Hoskins, City Traffic Engineer
Date: March 10, 2005
Subject: Comprehensive Plan Amendment 05005

Engineering Services strongly opposes the proposed Comprehensive Plan amendment 05005. When originally conceived, Fletcher Avenue between 14th Street and 27th Street was a portion of a continuous link between the ultimate Antelope Valley phase two extension of 33rd Street to Superior, then 33rd/Fletcher on to 14th Street. The idea behind this future road was to avoid the need for future expansion of the 14th Street roadway between Cornhusker Highway and Superior Street by creating a through route that traffic could use. North of Interstate 80, 14th Street is likely to become the highest used route within the City in the future due to the difficulties that will be encountered in trying to extend 27th Street farther north.

With this as a basis, the projected traffic volume on this piece of Fletcher Avenue is expected to be in excess of 20,000 vehicles per day in the year 2025. Design of this road is currently underway. We do not design arterial streets to serve the volume of traffic on those roads in the near term, we need to design them for 20 or more years in the future to avoid the disruption and extra costs associated with rebuilding roads more frequently.

When constructed, this street will not meet the definition of an urban collector street. It will carry a high volume of traffic and there will be very few accesses allowed onto the street. The wetlands located on the north side of the street will buffer this street from the neighborhood to the north. This will be an arterial street in definition as well as function.

The notion that by building this roadway to a lower standard will somehow improve the quality of life for the surrounding area is incorrect. If there is a greater demand to use this street than the capacity of the street, traffic will instead be routed through internal neighborhood streets, especially the collector streets within the nearby subdivisions. This will increase traffic on those streets, with potential speeding and safety issues resulting as motorists try to make up time on residential streets. There is no proof that building this to a lower standard will lessen the light, chemical or trash impacts on the adjacent wetlands.

Changing this to a lower standard will also not create a positive impact on the Capital Improvement Program. Design of the project is currently funded and underway. The only funding shown for constructing this project was "Other Funds", meaning the funding mechanism has not been identified. With the residential and commercial growth in this area of town and the overcrowding of the existing streets, this roadway will be needed by the time funding for the project is identified. Building the street first as a two-lane street and later widening it to four-lanes would likely not be cost effective due to the projected short time span between the need for the two and four lanes.

Memorandum

To: Steve Henrichsen, Planning Department

From: Randy Hoskins, City Traffic Engineer *RH*

Date: April 22, 2005

Subject: Additional Comments on Comprehensive Plan Amendment #05011 - Event Center

While we expect the intersection of 84th & Havelock to be signalized at some point in the not too distant future, this development would likely make that happen even sooner. There is no current funding available for signalizing this intersection, so it would be the responsibility of the development to make this improvement.

The addition of commercial traffic in this area could also cause the Events Center driveway to meet traffic signal warrants where it meets 84th St. This is a situation that needs to be avoided, since the Events Center's driveway is not a desired location for a signal along 84th St.

The traffic study also identified locations that do not operate at desirable levels of service today that will be exacerbated by the addition of commercial development at the Events Center. Since the report indicates that it would be the City's responsibility to improve these locations, and the City does not have sufficient funding to make these improvements, any traffic increases in this area will further degrade intersection operations and safety at these locations.

RH